THE MONSTER IRON-CLAD BATTERY.

A Formidable War Machine-The Great Stevens Battery at Hoboken-A Succinct Description of Its Hall, Engines, Boilers, Machinery and Armament-A Committee Investigating Its Adaptability to

Present War Purposes, &c., &c. la yesterday's Herand we gave a succinct description of a novel steam battery now being constructed and nearly finished at Bordentown, New Jersey, by Edwin A. Stevens, Esq., of Hoboken, its inventor. When finished it will be presented to the Union government, through Secretary Chase, as a free-will offering of its noble donor. We now propose to give a synoptical description of the great Stevens battery, invented by the same party, and which, for a number of years, has been secretly construct ing at Hoboken. A history of this wonderful machine uld no doubt be acceptable to the readers of the HERALD and the public in general; but for want of sufficient and exact data we can give only that served by memory. It is this -About twenty years ago Robert L. Stevens and Edwin A. Stevens, Faqs., of this city, invented and projected what they thought an indispensable machine for the protection of New York harbor. As goon as their plans were completed they submit-ted them to the proper federal authorities a Washington. The subject was respectfully en-sertained, and referred to a government board then organized with reference to count and harbor defences. The board was composed of Commodores Stewart and Perry, of the mavy, and Colonels Totten and Perry, of the army. It is presumed the report of these gentlemen was highly favorable to the inventors of the machine in question, as in 1842, the year following, Messra Stevens consummated a contract with the government for the immediate construction of their immense battery. The contract was a proviional one, based upon the following facts, viz:-At that time the steam frigates Missouri and Missis-ippi had been Lfor the United States Navy; but, as they were constructed without any stated sum being appropriated for their payment, their actual cost was not known until lone had entered active service. In this state of affairs the government agreed with Messrs. Stevens for the latter to build the battery, provided its entire cost would not exceed one half as much as the aggregation cost of building the two vessels before mentioned. On these terms the contract was consummated. The Mississippi and the Missouri cost over one million of dollars also the Mesouri cost over one million of dollars—a fact not ascertained until Mesers. Stevens had commenced the construction of their battery. From the date of the contract for this machine even up to the present time a well of mystory has been drawn over the vessel like covers, and consists of a contract with the government; others insisted that it whole thing was a myth, of factorized with the government; others insisted that it was a large signar tank; a hattering ram, and so on, to an indefinite humber of shapes. The secresy attached to the plan and construction was highly necessary for the protection of this government against the inroda and encreachments of foreign Pewers. Now, when the mystory is unveiled, we so an immense war machine-combining all the beautiful lines, symmetry and meed of North river steambest, the strength of the best construction was highly necessary for the protection of this government against machine-combining all the beautiful lines, symmetry and meed of North river steambest, the strength of the best construction is a strength of the best construction of the protection of the pr a fact not ascertained until Messrs. Stevens had com ced the construction of their battery. From the

to the similar merits of the ship—

shows and for want of further appropriations. Five bundred thousand dollars and from four to six months time are now asked by Mr. Edwin A. Stevens to complete and set ready for service this formidable war machine, and he promises and government that the ship to the similar merits of the ship—

Shows lattery. Great E to the ship—

420 feet. 83 feet ready for service this formidable war machine, and he promises and government that the ship to the similar merits of the ship—

Shows lattery. Great E to the ship—

420 feet. 83 feet ship—

45 feet. 21 feet 6 in. —

15 feet formidable war machine, and he promises and government that the ship to the similar merits of the ship—

Shows lattery. Great E to the ship—

420 feet. 83 feet ship—

45 feet. 21 feet 6 in. —

PRINCIPLES OF THE BATTERY.

-Protection of the entire ship proper and its contents by water. The vessel, while having a minimus draught of seventeen feet, may be sunk in action to twenty-two feet.

Third-Great speed.

Fourth-Turning with facility on her centre by the peculiar action of her propellers

Fifth-Adaptation of draught to circumstances, by means of rising and sinking.

except the eight firing the guns. Seventh-By arranging the gens to fire in any trees

Sixth-Perfect protection to the crew from hostile shot,

tion, sweeping the whole horizon. Eighth-Superiority of mass over modern European

tron-clad vessels, viz.-While the fron claif vessel La Gloire, of the French navy, and the Warrior, of the British navy, present perpendicular bulwarks to direct shot from an enemy, the Stevens battery at every point presents an angulated one.

Ninth-Training the guns under shot proof protection, and loading the guns by rammers controlled by steam. Congress at its last session, in view of the importance of this great invention to present exisencies, appointed a committee, consisting of Commodore Stringham, Com modore Inmann, Captain Pornin and Chief Engineer Stelmus, of the navy, and Prof. Henry, of Washington, to examine more fully the merits of this battery, and to report progress at the earliest day. These gentlemen have nearly completed their investigations, and it is presumed it will be favorable to the immediate completion of the

We will now give a brief description of the battery -THE HULL.

It is 420 feet long over all. Its bottom is flat like the North river steamers. The water lines are hollow fore and aft. The strain is about the same as those having an extraordinarily fine run. The bow hollows in at the lower dack about one foot in fifty; the proportion of the length to the beam is about eight to one the deck lines of the bow perfectly hollow. The bottom plates are of iron one thick, tapering towards the top to one half inch, and are overlapped or cliniter built (original with Mr. Ste vens) in the style now adopted in modern from ships. The ribe or frames are constructed of two 6 by 334 ches heavy angle iron, rivoted together lengthwise by three and a half inch flanges. The battery or ship has two decks, one fourteen feet high from the bottom of the noid and the other twenty-one icet. The latter, or main deck, is of wood, covered with iron plates heavy enough (as determined by a series of experiments by Messrs. Stevens) to resist the force of any modern shells or other missiles that may fall on it from the false dock above. The main deck is supported by the sides of the ship and by trusses made of botter plates made in hellow beams and posts. Over the engines, which are ambleby, the deck is supported by the engine frames, and in the extreme fore and aft parts of the ship by cross bulk heads. The coal compartments are below the lower deck, also the storage room. The bell resembles in the general features that of a large fron screw steamer, with very stary lines. THE ENGINES.

The engine department begins near the iniddle of the ship and runs back lifty-two rest. There are eight lisked motion screw engines four on the backer shall. The two screw shafts are eight feet apar at the contrest the suip. and diverge towards the stern, where they are twenty two feet apart. Each shall is composed of south coupled together, seventeen inches in districter and one are, in effect, eight arches, rushing account the other, trons deck. The frames are totals process a baler blater deck. Each set or run of on the second of four cylinders and two are pulped of the run and two are pulped of the run and two are pulped of the run and two preferred, 29% a 3% Reading, 34 a 3% Michigan below the shaft, next the success of the run and North-below the shaft, next the success of the run and North-below the shaft, next the success of the run and North-below the shaft, next the success of the run and North-below the shaft, next the success of the run and North-below the shaft, next the success of the run and two are pulped on the shaft of the success of the run and two are pulped on the shaft of the success of the run and two are pulped on the shaft of the success of the run and two are pulped on the shaft of the success of the run and two are pulped on the shaft of the success o facing each other, and beautiful than

in the centre of the vessel-one under the upper and the easy access to all parts of these vast machines. The cylinder of each of the eight engines is forty-five inches in diameter and the stroke of piston forty-two inches. A per journal boxes, including the crank pin ends of the connecting rods, are hollow, and furnished with induction and return pipes, which keep a continual stream of water running through them, rendering it impossib them to heat. The steam pressure to be carried, to attain from eighty to one hundred revolutions of the propellers, will be about sixty pounds, at the nominal horse power

The boiler room or compartment is located about 120 feet from the bow of the vessel, and extends back 100 feet to about the centre of the ship. The boilers are ten in number, five on each side, separated by a central fire room or passage. Each boiler is about 14 feet high, and 11 by 14 feet in length; they have each two furnaces in the lower part, the upper part being filled with hundreds of two and a quarter inch return flues ten feet long. The aggregate heating surface of all is about 25,000 square feet. It is not necessary to use all the boilers except to attain a maximum speed. A railroad runs from the coal bunkers fore and aft to the fire room, by which to obtain coal for use. Two large fans—the engines to drive which are on the upper deck—occupy a position forward of the rows of

boilers, which serve to drive a current of fresh air into the fire room, and also to accelerate the draft under the

The size of the propellers has not yot been determined apon. The principle, however, of having two of them on war vesacle is an invention and suggestion entirely ori-ginal with Mr. Stevens. The great feature of this principle is their ability to turn the ship round on its own cen emplified by experiment on other steamers constructed

The armament of the vessel is to comprise guns of the largest calibre, capable of throwing shot of from four hundred and twenty-five to six hundred pounds each. The guns are worked on nearly fixed pivots, amidships, nine for t above the surface of the water, and the highepart of the armed portion, or any part of the ship, except the chimney (telescopic), is but five and a half feet above the surface of the sea. Thus the angle of the mailed size is very flat, being only two to one, while the top part of the mailed part is entirely flat. The whole of the armor

680 feet. 83 feet.

lepth to upper or gun		
deck	28 feet.	60 feet.
Minimum draft of water	17 feet.	20 teet.
Draft in fighting trim	22 feet 6 in.	
Tonnage	6.000 tons.	18,795 tons.
Tonnage		
and hull	2,261 tons.	12,000 tens.
Weight of armor	1,800 tons.	_
Weight of guns and car-	Accessed to	
Tiar 08	190 tons.	
Weight of coal (entire ca-		
namety	1,000 tons.	_
immersion (with stores)		
without water	21 feet 6 in.	-
Area of immersed mid-		
section at 21 feet draft		-
Number of botlers		10
Length of boilers		
Height of botters		
What the result of the in		
will be we cannot yet divi		
ever, that this achievemen		skill will re-
ceive its due share of cons	ideration.	

FINANCIAL AND COMMERCIAL.

FRIDAY, Dec. 13-6 P. M. Foreign exchange was held at 1091/2 by most of the leading bankers to-day, and parties who were obliged to remit had to pay this rate. We doubt, however, whether £5,000 in all were sold above 10914. There is no demand for bills from the trade. Hence, notwithstanding the scarcity of mercantile bills, and consequently the unwillingness of the bankers to draw, the advance in bills may almost be considered merely nominal. The indications are that we may count on an export average for the winter of a million and a half to a million and three-quarters per week, exclusive of cotton. This will supply all the bills required by the importers, provided Congress will raise the duties on foreign silks, laces, ribbons and other articles of luxury which can be dispensed with. Meanwhile, if the present upward tendency of the market continues. as it promises to do, a small specie shipment may be made on Wednesday next. It is as well that the thing should be done, as people will then see how groundless the present dread of specie ship-

There is no change in money, and very little doing in paper. The heavy lenders still expect to get 6 for call loans, but active borrowers can ob tain all they want at 5. The brokers allow 3 on temporary deposits. The market for money generally is rendered dull by the pending suspense in

regard to the financial policy of the government. The stock market opened with some strength this morning, but showed a tendency to advance so rapidly that the bears, for the sake of their contracts, were forced to put out some options in order to keep prices down. Subsequently a dull feeling prevailed, and lower prices were accepted for many leading stocks, the market closing weak. comparing the closing prices of the day with those of yesterday, we note an advance of 1 in Tennessees, 1/4 in Missouris, 1/4 in Pacific Mail, 1/4 in Pamama, 1/2 in guaranteed, and 1/2 in Michigan Central, and a decime of 11/2 in Virginias, 3/8 in New York Central, % in Erie, % in Erie preferred, % in Rhoots Central, % in Galene, % in Toledo, and % in Rock Island. The following were the closing prices of the day: United States 6's. hundred and eighty-four feet long. The chicus frames registered, 1881, 38% a 74; do. 6's, coupon, 1881. the bottom and from side to sale nearly up to the main dock. The frames are to the property of the main dock. The frames are to the property of the main dock. The frames are to the property of the main dock. The frames are to the property of the main dock. The frames are to the property of the main dock. deck. The frames are used in the Victoria and instantis bridges, trai, 77% a 78; Frie 31% a 1/4; do. preferred, 53 10% a %: Pacific Mail, 87% a %: New York Con-

term inchien in a N; do. guaranteed, for a M

Panama, 114% a 115; Illinois Central, 60% a %; Galena and Chicago, 761/4 a 1/4; Cleveland and Toledo, 331/4 a 1/4; Chicago and Rock Island, 501/4 a ½; Chicago, Burlington and Quincy, 58½, a 59½; Milwaukee and Prairie du Chien, 19 a 20. The subject of a bank suspension of specie pay-

ments is engaging very considerable attention in

financial circles. It is evident that if the govern-

ment pays the troops and contractors in paper not

redeemable till after the war it will become unsafe

for the banks to continue to pay specie. The

emission of irredeemable paper is invariably fol-

lowed by hoarding, and hoarding is quite as sure

to be fatal to banks as a foreign drain. There

is but one protect on against the one as against the

other, namely, a general suspension of specie payments. The question arises, when should such a suspension take place? Should it be effected when the banks are in the plenitude of their strength, and before the public have begun to take the alarm at the increase of paper money, or should it be deferred till the issue of war paper has begun to produce its effects, and people have weakened ultimate result be inevitable, there can no difficulty in deciding which of two courses is the wiser. One point the must be borne in mind by the public. A temporary suspension of specie payments involves no neces-sary danger or injury. It may be injurious if, as is the case in the rebel States, it proves the occasion of the issue of large amounts of irredeemable paper, representing no real value, and comparatively certain to prove ultimately worthless. And it may prove injurious in our dealings with foreign States if the balance of trade turns against us. But the experience of 1857 is there to prove that, under sound management, banks may suspend and business go on, a d specie payments be resumed

the superience of 1857 is there to prove that, under sound management, banks may gauge and and husiness go on, a d specie payments be resumed after a period without causing a single disaster or or even any real inconvenience. If, for instance, our associated banks, in view of the uncertaint ties of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the probabilities of large issues of the future and the viole country at least one hundred millions richer than it over was before, what evil of consequences would ensue? There is no reason to suppose that specie would rise to a premium, or that there would be any difficulty in obtaining it for legitimate purposes. Trade would go on as any the government would issue its paper, for the due redemption of which the whole resources of the country would be piedged; and by-and-by, when peace was restored, or was rendered so occur in the country would be piedged; and by-and-by, when peace was restored, or was rendered as occur in the country would be piedged; and by-and-by, when peace was restored, or was rendered as occur in the country would be piedged; and by-and-by, when peace was restored, or was rendered as occur in the country would be piedged; and by-and-by, when peace was restored, or was rendered as occur in the country would be piedged; and by-and-by, when peace was restored, as the peace of the country would be piedged; and by-and-by, when peace was restored, as the peace of the country would be piedged; and by-and-by, when peace was restored, we have well as the peace of the country would be piedged; and by-and-by, when peace was restored, as the peace of the country would be piedged; and by-and-by, when peace was restored, asubject to the mercanile community. The subject of the mercanile c

to the captain of the Harvey Birch the poor privi lege of reclaiming the property stolen from him by the pirate Pegram, it is not probable that these Mexican agents will find countenance here.

The business of the Sub-Treasury to-day was as

Ŗ	follows :	
١	Receipts	\$461,116 23
8	—For customs	63,000 00
3	-On account of loan	50,473 00
1	Payments (including redeemed 6 p. c. notes)	2,292,915 43
ì	Balance	7,002,034 62
ı	The exchanges at the Bank Clearing	House this

this morning were \$15,684,882 27, and the balances \$1,307,446 55.

The Brooklyn Fire Insurance Company has de clared its usual semi-annual dividend of ten per cent, payable January 2, carrying the remainder of the earnings for the six months three and threequarters per cent to the surplus fund. The Provi dence and Worcester Railroad has declared a semiannual dividend of four per cent.

T' statements of the banks of the three principal cities of the Union for the last week compare with the previous one, and the corresponding time

Total \$257,123,608 184,367,829 58,042,750 17,588,845 Last week 22,9,787,396 187,197,743 56,683,147 16,53,387 Last year 217,172,005 114,534,292 25,662,487 18,862,096

In relation to money and exchange matters of Chicago, the Chicago Tribune of Wednesday re-

marks:—
The money market is quiet, and business generally is moving along without anything worthy of special note from day to day. If anything, exchange is rather more abcount, as the Indiana branches have sold freely to customers and other banks have sold round lots at the same figure. The ruling price, however, at most of the banks has been ½. The general buying price is ½; but some of the banks were unwilling to pay above 1.5. Gold is not active. Buying about ½ a ½, selling ½ a ½ a 1 per neat premium for small lots. We saw to-day 3,000 of Pike's Peak gold in the hands of our former fellow citizen, J. B. Stansell, Esq., who has just returned from the mountains. He is to send it to Philadelphis in a day or two for coinage. The amount is only one-third of what Mr. Stansell realized in four months hist summer.

The Cincinnati Gazette of the same day says:—

The Cincinnati Gazette of the same day says:-Capital is abundant; the demand for learn moderate, and good paper has a tree currency at 10 a 12 per cent, the assiste the prevailing figure for the general run of acceptable names. Bankers are not disposed to do anything below these rates, but prime paper has been negotiated outside at 8 a 9 per cent. Money has never been government outside at o at per cent. Money has never been so plenty or cheap in this market, in Becember, as it is now; and yet it is next to useless for any one to apply for loans who cannot offer undoubted names. Capitalists also aim to confine their operations to whort business paper. The desire is to have the cash return every sixty days. This is about after in the future as the confidence of shandlai men extends at present.

At Milwaukee, on Tuesday, exchange was firm at one per cent at the banks, and 11/4 a 11/4 outside.

Stock Exchange.

	FREDAY, Dec. 13, 18	e. 13, 1861.	
9234	50 shs Frie RR 860	31	
82	300 do	313	
48	75 Erie RR. prf	533	
48		53	
MORE		533	
41	50 do b60	533	
41	50 do 830	534	
41		371	
80	50 49	37	
3136	100 Harlem R't pef 860	201	
6154		491	
55		49	
21		49:	
66		181	
57.76		29	
		100	
	48 48 40 4 41 41 41 41 81 51 54 81 81 81 81	82 300 do	

do	88	90 Panama RR 114% 50 dos30 114%
		50 do 114%
do beo	881	200 Ill Cen RR scp. s30 60%
		200 do 60%
do s15		45 Clev, Col & C RR. 101
		100 Gal & Chi RR 71
		20 Cley & Tol RR 3314
		625 do 2334
		100 (h) & Rk RR 50%
	78%	50 dob30 51
dob4	7837	50 dob30 51 100 dos30 50%
do87		100 do 50%
		25 do b30 5114
do830	7834	10 do b60 5114
ie RHb60	3234	150 do 51
do		50 Chi, Bur & Qy RR 58%
do	32	8 Mil & P du C 2d p 60
	COND	BOARD.
U S 5's, '74, cou	83	
		100 Hariem RRb10 11%
	81%	100 do 11%
s Del&HudCaCo	82%	100 Michigan Cen RR. 49
cific Mail SSCo		100 dos10 49
Y Cen RR s15	7834	50 Harlem RR pref. 2914
do b10	78	100 Clev & Pittsbg RR 14%
do		200 Galena & Chie RR 70%
dos30	7736	200 Clev & Toledo RR 33%
ie Ra	3134	250 Chie & Hk ini RR. 50%
do	3134	5 Mil & Pradu CRR 19
ie Rit pref	5336	60 Mil & Prdu C2d pr 60
	5334	
	do	do 630 88 do 885 inton Co 10 go do 10 go

CITY COMMERCIAL REPORT. FRIDAY, Dec. 13-6 P. M. Ashes.—The market was steady, with sales of 25 bbls. closing at \$5 56 %c. for pots and at \$5 50 for pearls. BREADSTUPPS.-Flour-The market was less active and booyant, and closed about 6c. lower for common ship

	ping brands of State and Western: the sales of about \$15,000 bbis., closing within the following prices:—		
3	Superfine State\$5 40	5	5
1	Extra :0 fancy State 5 65		
į	Superfine Western 6 40		
J	Common to choice extra Western 5 70		
	Canadian 5 65	6	8
	Southern mixed to good superfine 5 75		
	Extra do 6 30		
	Good to choice family do 7 25	8	0
	Rye flour 3 15		
	Corn meal, Jersey and Brandywine 3 00		

SHIPPING NEWS.

Port of New York, December 13, 1861. CLEARED.

CLEARED.

Steamship City of Baltimore (Br), Jeffrey, Queenstown and Liverpool—Ino G Dale.

Steamship Bavaria (Ham), Meler, Hamburg—Kuahardt &

Co.

Ship Adriatic, Moore, London—E E Morgan & Wiley.

Ship Fellula, Nelson, London—E E Morgan & Wiley.

Ship Harriet, Bassett, Bristol—C C Duncan & Co.

Ship Harriet, Bassett, Bristol—C C Duncan & Co.

Ship Eleanor, Wilson, Glasgow—Edmiston Bros.

Bark Donau (Ham), Meyer, Hu!—Kunhardt & Co.

Bark Columbine, Jay, Cork—Balll & Co.

Bark Charlotte of Dorby (Br), Richardson, Queenstown—T Richardson,

Bark Parassus, Economics.

Hark Charlotte of Leroy (1977).

Robardson,
Bark Parinassus, Rogers, Londonderry—A Leary,
Bark Parinassus, Rogers, Londonderry—A Leary,
Bark Iva, Durie, St Thomas—Maidland, Phelps & Co.
Bark Maryland, Potter, Port au Prince—Becker & Gri
Bark Evening Star, Mausdeld, New Haven.—H U

Dishardson & C. Brig Maritana, Luing, Queenstown-Richardson & Co. Brig Gezusiera (for), Visser, Amsterdam-Funch, Meincke & Wendt.

Brig Panola, ——, Rio Janeiro-Rogers & Rich. Brig Santiago, Elsenbrock, Port au Plati-C S & H G chniddt.

Brig A.ia, Greenough, Jacmel—D R Dewelf.

Brig Anands Jone. — Havann—Trujillo A Russell.

Brig Tyre, Holmes, Halilax—J F Whinney A Co

Brig Flying Dutchman, Myers, Ballimore—J W McKee.

S hr A W McLellan, McLane, Laguyyn—H J & C A De-

oot of the control of dott & Co. Schr M P Benton, Conwell, Indian River—A C Havena. Schr E S Downing, Thorn, Wa thington—L Kenny. Schr I Hinckley, Leavitt, Baktimore—Master. Schr Benj Browning, Landair, Baltimore—Van Brunt January.

Schr Benj Browning, Landair, Baltimore—Van Bru Slaght.
Schr Washington, Smith, Philadelphia—J W McKee.
Schr Elate, Facemire, Philadelphia—J W McKee.
Schr Excelsior, Ritey, Philadelphia.
Schr Excelsior, Ritey, Philadelphia.
Schr Excelsior, Ritey, Philadelphia.
Schr Jamartine, Gurney, Warcham—Master.
Schr J Kushing, Coleman, Fall River—Master.
Schr J Kushing, Coleman, Fall River—Master.
Schr J Kushing, Coleman, Fall River—Master.
Schr J Kushing, Crowell, Dennis Master.
Sloop i W Baldwin, Crowell, Dennis Master.
Sloop Vienna, Davis, Brookhaven—Master.
Sloop Vienna, Davis, Brookhaven—Master.
Sleamer Sarab. Jones. Philadelphia.
Steamer Sarab. Jones. Philadelphia.

HB M gunboat Landrat, commander Martin, Bermuda, 5 days. Mounts 5 gine, and has a crew of 60 men.

B Gromwell & Co.

B Gromwell & Co.

Ship North America (of Boston), Cellier, Liverpool, 30 days, with sait, to order. 7th inst, lat 42, lon 62 20, passed ship Julia Lawrence.

Ship Atmosphere, Lunt, Liverpool, Nov 7, in ballast, to J A McGaw. ARRIVED. ship Julia Lawrence.

Saip Atmosphere, Lunt, Liverpool, Nov 7, in ballast, to J A McGaw.

Ship Theodor Knoop (Br, of Liverpool), Wright, Liverpool, 30 days, with sait, to order. Had very heavy weather; lost and split sails.

Ship Quiekstep, Wade, London, Nov 1, in ballast, to Thos Duman, Nov 14, list 43 46, lon 7 50, sooke Br ship Shakasposses, London. The Q had strong W gales nearry all the Posses.

Ship Belmont (Br, of St John, NB), Grant, Naples, 65 days, in ballast, to B Irvia.

Ship Belmont (Br, of St John, NB), Grant, Naples, 65 days, in ballast, to B Irvia.

Sait Old James Scott Br, of Pictou). Sinclair, London, 38 days, in ballast, to order. 7th Inst. Lat. 43, lon 66 30, saw brig. J Moody, Violery, hence for Eveter, E.

Bark Cold James Scott Br, of Scabbro). Parons, Crockhaven, Cold days, to ballast, to Thos Richardson. Had very heavy W and N R gales, and had been 30 days W of the Banks; split

sails, 4c.

Bark Noreiden (Nor.), Pederson, Limerick, 41 days, in bal-last, to Fonch, Meincke & Wendt. Nov. 24, lat 45, lon 47, spoke ship Noughton, for Havre.

Park Oldenburg (Olden), Wragge, Belfast, 35 days, in bal-Fars Oldenburg (Olden), Wragge, Belfast, 35 days, in ballast, to Rager Brus.

Bark Herricz (Nor), Mobach, Harre, 54 days, in ballast, to Rack Stanislass (Beig), Paulsen. Finch, Meineke & Wendt, Rack Slanislaus (Beig), Paulsen, Antwerp, 46 days, in bal-inst, to order. Had very bears weather from the Banks, Bark Adjuster, Engl. Harcelons, 35 days, in ballast, to Funch, Meticke & Wendt, Bark Hyperion, Giroson, Barkados, 20 days, in ballast, to T T Dedigit. Han bears N weather; was three times blown T Dedigit. accress the Guit Streom.

Bark Surme for, of London), Moller, Philadelphia, Nov. 26, for Cork. 22 linst, ht. 25, lon 72, had a gale from NW to NE, during which was how on the beam each and affect cares, when he pumps becoming choked, put back to this port to repair. The extra consists of 2004 bits of flour and N.000 manuals of abrai.

Brug Wa Fell. Nort, Christopherson, Southeaux 61 mays, in

ballast, to Holmboo & Co. Had heavy W and NW cales me oning, to nominous 2 Co. Had heavy W and NW gales most of the passage.

Briz Will o' the Wisp (Re, of Lamenburg, NS), Hunt, Ma-aga, O.; 22, passed the Rock 25d (and beat all the way thro), with wool 4c, to Gomez, Wallis & Co; vessel to McCalla Prith. Now 16, on the 8 edge of the Gulf Stream, had a terrific aquall from NNW which I been 4 theurs, during which the brig was how down and way thing moveable washed from the deck; since then had into a irs and calms, naving been 11 days Not Historia. Sh' is at 150 miles 50 Sandy Hook, spoke briz T A Wattson, from Cuba for New York, and was kindly supplied with oversigned. Hook, spoke bill? I A Watison, from Cubs for New York, and was kindly a spiplide with oropisions. Brig Floriat Bri, Brough, Rio Janeiro, 82 days, with cof-fee, to order. Had N to SW gales the entire passace. 6th inst, lat 39 32, ion 64, spoke Br brig St Catharine, of Baihurat, 39 days from London for Salemi Th, int. 49, lon 69 39, spoke with Mercury, 4 days hence for Havro. The Farzived Last

55 days, with coffee, to order. Had very heavy W winds In the Gulf.

Brig Francesco (Hal), Camporiano, Angostura, 42 days, with hides and 5 passencers, to 4 years A Co. 9th inst, lat 39, ion 70, spoke sebr Catalya, of New Bristol.

Brit Time IBr, of Maistand, NSI, McDougall Barbados, Nov 23, St Thomas 25th, in ballast, to J F Whitney. Sh inst, of Cape Hatteras spoke US grunbost Fernandina, all well. Sebr Coroicha (3 masts), Horn, Dunkirk, Nov I, the Lizard 13th, in ballast, to Thoe Dunham.

Sebr Kate Westen (of New Haven), Denton, Demarara, Nov 24, with cotton & to E Murcay, Jr. 5th inst, in 332, ion 75 03, spoke US gunboat Wiesshicken, 45 hours from the Delawars. Sch. 1st. 35 15, ion 73 49, passed a US gunboat, bark-nigged, steering SW.

Sch. 1st. 39 1s. 60 15 to, passes to general Residenting SW. Schr Mary Porter (of Perth Amboy), Freethey, Turks Islanda, IS days, with salt, to Chas Keen, Schr Ninsh of June (Br. of Halbar), McPachron, Charlottetown, PEI, 9 days, with solt, to CH Trombuil, Schr Albert (Br. of Bear River, NS), Langley, Cornwallis, 10 days, with postates, to Hwide & Durvee.

Schr Ida L Howard, Jones, Elizabethport, and sailed for

Boston.

Schr Gipsey.

Eltzabethnert, and sailed for Boston.
Schr Garland. Norton. Eltzabethnert, and sailed for Boston.
Schr Henry Remaen, Hart, Eltzabethnert, and sailed for
rawtinckel.
Schr Wm Kallahan, Tibbetta, Eltzabethport, and sailed for Bridgeport. Schr Stranger, Anthony, Elizabethport, and salled for Fort

Schr St Elmo, Manwaring, New London. Sloop W S Mount, Field, Elizabethport, and sailed for Pro-Shoop W S Hount, Fred, Markethoort, and sailed for Black Sloop Adams, Fordham, Efizabethoort, and sailed for Black Steamer J R Thompson, Chance, Baltimore.
Steamer Marina, Graeby, Baltimore.
Steamer Cletarara (U S transport), McLaughlin, Locust
Odat, in ballast.
Steamer Sew York (U S transport), Hunter, Locust Point,

Steamer New York (U Stransport), He is all ast, Steamer Novelty, Shaw, Philadelphia, Steamer Petrel, Young, Providence, Steamer Falcon, Jones, Providence, SAILED.

BAILED.

12th—Ships Queen of the East, Panama; Oneida (Br), and Brenne (Brein), Liverpool; G B Lamar, and American Congress, London, Owege, Briskel; I. Susthard, Glasgow, Perkanonth, and Quessed, Havre, tarka Indiana (Br), Glascow; Fanny Kirchner (Gilen), Antwerp; Golden Ruie, Aspinvall; Laura Russ, Cardenas; Br brigs Brill, Plymouth; Helena, Gunddonner schra Althea, Havana; C H Moller, Matanzas; P Blake (Br), St Jago. Wind during the day SW.

SHIP WA STURIES, at San Francisco 12th ult from Cardiff, was off Cape Horn 3) days with strong W gales, and lost all her bouts, stove bulwarks and rails, split sails, brose sterring car, and

gear, &c.

HARK SCOTLAND, at San Francisco 12th ult from Remedies, had severe weather in the Attantic, and put into Montevideo for repairs; was in port I7 days, and off Cape Hoen 15 days with heavy weather.

BR HARK CHANTION, before reported ashore on Georges Island, was not off at high water evening of 11th inst by the steaming Walpole, without damage, and proceeded to sea the next morning.

been saved.

SCHE N BARKE, Kelley, from Provincetown for a Western port, which sailed from Newyort 12th inst. was run into near Fort Adams, about 8 o'clock, by soir. Montexuma, for Green port, and had rail and untwarks broken, and came to anchor The Montexuma received no damage, and proceeded for destination.

The Montessama received no camage, and processes for destination.

Schu Gro Harmis, from Cardenas for New York, wrecked at New Intel, was sold at auction 12th. About 50 hbds maiado are still in her, and will takely be saved.

Brancos, Nov 33—The ship Devonshire, previoutly reported by leaking as badly as ever. After discharging she will be ballossed, and with call in jumps and hands may get safely to New York. The bark librates Leavitt, of Boston, from New York. For bark librates in Leavitt, of Boston, from New York are builded or the morning in distress; had decks and the form the first of the second of the se

Spoken, &c.
Schräumes Lawrence, Botsford, honce for Mauritius (not as before), Dec 6, iat 30 40, lon 67 30.

BERMUDA, Dec 5, int 30 th, ion 67 30.

BERMUDA, Dec 5-Ar shr D I Dewolf, NYork, Sid 5th, brins Penguin, NYork, 6th, Excelsior, do, in port bark Eiths Barss, for NYork Hith; and others, DERASARA, NOV 24-in port tark Princeton, Seeley, for NYORA days.

DOMINICA, NOV 17-In port schr N M Tauner, Paty, to load for Ballinghament. For Hattmar, Nov 17—in port scar is a trainer, rary, to lond for Hattmar, —SALE, Oct 23—Sid 8 C Grant, Hinckley, Bombay; 26th, Mortha Wonzel, Smith, Calcutta, Hossi Kooz, Sept 12—Art Calbridge, Foster, Banckok; Don Hossi Kooz, Sept 12—Art Calbridge, Foster, Banckok; Don John Marshall, Jessen, Bungkok; 20th, Malac, Witcomb, do; Satmed Hossell, Wincock, Aver; Det 2, Room, Hood, Taylor, Bangkok; St Lons, Jacobs, Swansest 4th, Detastor, Philips, San Francisco, Bertna, Tajpey, Singapore; Mary Whitninge, Crossy, Bang ok; 6th, March, Gross, Calbao; 7th, Norseman, Peterson, Bangkok; 19th, Homer, Rowe, Banglok; Mary Whitzige, Crossy Hanglock, 19th, Homer, Rowe, Banglock, Newseman, Peterson, Bangkok, 19th, Homer, Rowe, Banglock, Sai Sept 24, E Cushing, Piumer, Manila; Oct 3, Bald Eucle, Neckels, San Francisco, John Jay, Chinney (or 19-48), New York; 19th, Daniel Sharp, Cushing, Bunbay, Sea Nymph,—, and Seaman's Brite, Wyman, Bangkok; Samuel Fales, Rantail, Sydney, NSW.

Hayana, Dec 6—In port steamer Primero, Marsden, unc. ship Bannerg, Wilner, do; barks Lucy Frances, Jonea, tor US'ates next dey in ballast; Young, America, Colins; Octiva, Ashby, and Bay State, B ynolds, anc; brage Samuel Welsa, Cole, for NYork; A A Chapman, Laurent; Hope, Simpson, E F Newton, Gardiner Jauge Hathaway, Lord, Union State, Foxwell, P Larrabee, Daley, Cronstaid, Adams; Jus Baylis, Stayles, and G L Bucknum, Bucsman, unc. schraf y Trough (Br), Moore, and C H Sudler, Alen, for NYork; Jas Jon a, Hargelton, for Tobasco, Fox America, Sickerson, Ludsin, Union, Belampago, Boges, and Fannie, Vanov, unc; and ceem a-rivals.

vana brought over thirty Mexican gentlemen, each provided with a commission from the Mexican government authorizing him to fit out a privateer to prey upon the commerce of Great Britain, France and Spain. However grossly the government of Great Britain is violating the spirit of its treaties with us by sheltering the pirate steamer Nashville, and denying to the captain of the Harvey Birch the poor privitive to the captain of the Harvey Birch the poor privitive forms of the first of the form of the first of Br), just arr.
REMEDIOS, Dec I—In rort brig Mecorts, Haynes, from Bos-on, arr Nov 21, to sait for a Unice States port in ballast; himsorezo, Smali, from do parr 23d, disg, to sail for United

Remembos, Beel—In fort orig Meede 1. Hayles, from Boston, arr Nov 21, tosail, are a Culter States port in ballast. Chimnor so, Small, 170.1 do, Jarr 22d, diag, to sail for United Sitason, and States, and the Control of the Control of States, and the Stat

Isth, oark Nicholas Gurwin, Chese, Louiso, (am. sid 18:n for Bath).

In port Nov 18 (back date), s.eam furviout Teroeira, Reimer, from Nyork for Rio Janeiro; ship Martha, Nickerson, wigorders; barks O G Wilson, Peacoes, from Philadelphia for Rio Janeiro, wigorders; Harvest Queen, Hayden, for St Dominge soon.

Totaks Istanos, Nov 27—In port brig ——, from Philadelphia. Arrat do Nov 26, Br bark Lady Suffolk, Allen, Boston (and sid 27th for Port au Prince).

sid 27th for Portau Prince).

BOSTON, Dec 12—Arr ships Ocean Pearl, Crowell, Manila; Charles & Jane, Hassell, London via Portland. Cid stamer Kenstugton, Baker, Pinledchiha; oarks St Marys, Pendieton, Mananzas; G W Hali, Fotter, Port Royal, SC; brigs Wm & Mary, Niton, St Jage, Empire, Crossy, Fortress Monroe, Va; senrs R H Moutton (Br), Sloan, Mananzas; Aussin (Br), Cook, Miragonae; Lamou Dupont, ireime, Baltimore; A Tirrell, Hinghe, do; J R Anotto, Davis, Philadelphia; Millard Pilmore, Chase, N Yook. Sid sicamer Kensington; bark Lysander; irig Chathau; and from the Roads, barks Champion, Lacounis, and the "Rat Hole Sona Jon," consisting of barks Jobiles, Perl, Messanger, and Newburyport, and brig Stephes Young.

Serben Young.

Behen Hell St Thousand John Market Behen (and ald); Br bark Anna, Waste, Demarana; sehrs James Butler (Br), Hall, St Thousan and anokt, B N Hawkins, Wyatt, NYork; Prowess, Jackaway, do via Poomoke River, Sid brigs Falmetto, Jones, Robinster and anokt; Village Belle Belle (Br), Douglass, Fornambico and a mkt, Standard (Br), Card, Cornwallis, NS, sehrs Ecompiar (Br), Young, St Lucia; Sella Maria (Br), Fall, Redder.

NS, Union (formerly Bevery, Br), Young, St Lucia; Sella Maria (Br), Fall, Redder.

NP, ATH, Doe 11—bid schr Hannibai, Wentworth, Nassan, NP, Thousand, Phylia (Br), Phylia (Br), Wichola, Providence or NYork, Sid brig (forbor, Eddy, Havana; aloop Win Bowen, Brotherton, NYork, Fall & RIVER, Doe 12—Arr schr Americus, Buckley, Ell-zabethport, Sid schr Maggie Van Dusen, Ireland, Philadelphia.

pidia.

NEW REDFORD, Dec II.—Arr schr Ellen Rodman, Rowman, NYork. Sie 18th, schrs Monstor, Roberts (from Wareham), NYork; Chunney Si John, Doyle, do., NEWBURYPORT, Dec II.—Arr schr J. P. Johnson, Chase, York. NEW LONDON, Dec 11—Arr brig Lucretia, Brown, Mill-ridge, Me, for NYork; schr W H Sargent, Sargent, Portland

NEW LONDON, Dec 11—Arr brig Locretia, Brown, Millbridge, Me, Jor NYork; schr W H Sargent, Sargent, Portland
NEWPORT, Dec 11—Arr schrs Pair Wind, Means, Elleabethport for Boston; Louisa Dyor, Jameson, NYors, for do;
Young America, Barber, and Abram, Osborn, Perry for dedence for Nyork; C L Lovering, Jones, Dichton for deshoops Fred Brown, Carr, and Transation, Hawkins, Bristol
for no (and all safled 12th).

12th—Arr schr Wonder, Hallock, Baltimore for Fall River,
Sid schrs Granter State, Teigraph, W Freetman, Eurifice B
Newcomb, Ruth N Awood, L H Endbect, Orna Francis, Edwin Reed, Austin, Leo, Typnoon, Daniel Russell, Mirla Louiss, and Mail, shoop Rodel Island, and others.

NEW HAVEN, Dec 12—Arr schrs M F Webb, Bucking,
ham, Tenton; Helen Mar, Tutte, Philadelphia; Blossom,
Doughas, and Koergreen, Fotter, Elizabethport; R H Wilson,
Dunghas, Arryland; Anna Shopaerd, Tootker, do, Cld schrs J

J. Kelt, Hans, Mors, Mirmina, do; Sarat, Selsey, New Bruns,
19his; sleop Edwin Bigelow, Nyork, New Haven, Philadelphia; sleop Edwin Bigelow, Nyork, New Haven, Philadelphia; sleop Edwin Rigelow, Nyork, New Haven, Philadelphia; sleop Edwin Rigelow, Nyork, New Haven, Philadelphia; sleop Edwin Rigelow, Nyork, New Haven, Philadelphia; sleop, Schrift, Laxe, Raven, Rose, and Treasurer,
Sisher, Rosson; O F Hawley, Buckley, Providence; W W
Brunard, Bowditch, New Haven, Hio Grande, Patine, Provincetown.

Lyws, Dec 19—Brig Mary E Mülken, from Philadelphia

rinestown.
Lawks, Dec 16—Brig Mary E. Milliken, from Philadelphia
for Manazar, and schr Isaac Rich, from do for Boston, are
at the Breakwater.

for Majanzas, and schr Isaze Rich, from de for Bosson, are at the Breakwater.

POSTLAND, Dee II—Sid brig P R Curris.
PROVIDENCE, Dee 12—Arr steamer Falcon, Jones, New York, schra Abert Pharo, Lippincott, Philadelphia; Anna M Edwards, Edwards, Elizabethportt; Schence, Gladding, NYork, Rid stop Pointer, Nobols, NYork.
SAN PRANCISCO, NOV IE—Arr bark Soutland, Friend, Remedice via Monteviceo.

SALEM, Dee 16—Sid brig Potoman, Africa.
SYON/NOTON, Dee 12—Arr sour Panny Moss, Gavitt, Elizabethport.

BOARDING AND LODGING. A NEATLY FURNISHED ROOM TO RENT-WITH OR

A PARTMEETS.—AN ELEGANT SUIT OF ROOMS OF nue; also, a Koom for a gentleman, with breakfast if required.

A N EASTERN FAMILY HAVE A VERY suit of Rooms on the second floor from Board; the house in new and newly furnish also one Hall Room for a gentleman. Piense Macdougal street.

A HIGHLY RESPECTABLE PRIMATE GERMAN family, occupying a first class house, will let a suit of neatly furnished Rooms, together or separate, with full or partial Board or private table. French und English speken. Apply at 48 East Bleecker street, near Broadway.

A HANDSOMELY FURNISHED FRONT PARLOR ON account floor, with two closets, to let, with Board; the house modern, location eligible; a pleasant home realized; terms moderate; references exchanged. Apply at 23 Grove sirect, between Hudson and Bleccker. A LADY AND GENTLEMAN OR QUIET LADY CAN have a front or tack Room, with Board for lady, at \$6 and \$7, or without Roard, at \$3 and \$4. All modern improve-ments. Apply at 218 Greene street, between Amily and Fourth.

DOARD - A LARGE FRONT ROOM MAY BR HAD, with Board, where but few boarders are taken. The house is pleasantly situated and convenient to the Broadway stages and Fourth avenue cars. Call at 40 Fourth street.

BCARD.—FURNISHED BOOMS, SUITABLE FOR A gratieman and wife or one or two single gentlemen, with or without Board, in the bouse of a small private family. Inquire at 38 Lexington avenue. DOARD.—A GENTLEMAN AND HIS WIFE, OR TWO pleasant Rooms, with Beard, in a private family. Call at 26 West 27th st., a few doors from Broadway.

BOARD.—A NRATLY FURNISHED FRONT ROOM and Hall Berroom to let, with Boarl; house convenient and in order; location designable; charges low. Inquire at 38 Market atrest, between Henry and Madison streets.

BOARD.—A FAMILY AND ONE OR TWO SINGLE obtain well furnished Apartments, with Board, at 61 Ciliton place, two doors east of Fifth avenue. References given and required. BOARD.-A PARLOR AND ONE OR TWO SLEEPING Rooms, with excellent table (private, if desired), can be D Rooms, with excellent table (private, if desired), can be had for the winter, on reasonable terms, in a house where but few boarders are taken. Apply at 24 East Twenty-first

BOARD WANTED-BY TWO YOUNG MEN, IN SOUTH Brooklyn. Address, for two days, M. H. B., No. M. Cortland st., N. Y., stating terms and accommodations. BOARD IN BROOKLYN.—TWO HANDSOMELY FUR-closets; also one or two single Rooms, may be had, with Board, in a modern house, desirably located, at 106 Clinton street, corner of State.

BOARD IN BROOKLYN-16 CLINTON STREET-A front Parlor, with Hedroom attached; also Rooms for single gentlemen, all of which will be rented at a low price. Dinner at six o'clock.

BOARD IN BROOKLYN.—A ROOM TO LET, SUITABLE for a family or two sladle gentlemen. Apply at 67 Henry street, five minutes of Wall or Felton ferry. BOARD IN BROOKLYN.—A GENTLEMAN AND WIFE and two or thee gentlemen can find good Board and pleasant Rooms, on second and third floors, with all the com-lories of a home, on reatonable terms, convenient to ferries, dinner at 6 octock, at 37 State street.

BOARD IN BROOKLYN.—A GENTLEMAN AND WIFE can find an elegant Room, with good Board, in a private ismily, by calling soon in Edilott place, conner of Ranson place; bear the curs; house with a bay window. References excuanged, Dinner at 6 o'clock.

DOARD IN BROOKLYN—WITHIN FIVE MINUTESS walk of Fulton and Well street former, a large and pleasant front Parlor and Bedroom, on the second for, nicely furnished; also, a large room, on the third floor; house contains modern improvements. Apply at 150 Henry street, between Pierrepont and Clark arrests. BOARD IN BROOKLYN, -A LARGE, HANDSOMELY

Purnished Room, on second foor. Also one single Room. House has all the modern improvements and is with-in five minutes walk of South and Wall street ferries. Terms reasonable. No. 238 Henry street, fourth door from Amity street.

BOARD IN BROOKLYN.—A FEW SINGLE GENTLE-men, or families, can indihands onely furnished Rooms on first and second floors, with Board, at 221 State screet. Every convenien c, including gas and bath. Pleasant loca-tion. Terms low BOARD IN BROOKLYN.—ONE PLEASANT FRONT Room, furnished or unfurnished; also two hall Rooms, in the house of a small family; bath in the house. Apply at 77 Clinton street, one door from Lavingston, Terms moderate.

BOARD ON BROOKLYN HEIGHTS-FOR A GENTLE-FURNISHED ROOMS FOR GENTLEMEN; BATH gas and pantries; for \$1 25 and \$2 per week, rt 26 Domi-

HOTEL LODGINGS.—CLEAN, COMPORTABLE SIN-gic Rooms, from \$125 to \$150 per week, or 25 cents per night, at the Union Hotel, 166 Prince street, corner of Thompson, Media at all hours. Open all night.

RVING HOUSE, TWELFTH STREET, NEW YORK.—A few very desirable Suits o. Rooms to let, with or without Bond, to families, for the winter. Also a few single Rooms for gentlemen.

GEO. W. VESEY. ONE OR TWO GENTLEMEN CAN OBTAIN VERY DE-sirable Rooms, with Board, in a dest class house, at 145 West Twenty-fourth street. Terms \$4 and \$6 per week.

ROOMS WANTED-ON THE WEST SIDE OF TOWN 10. not above Eleventh arrest, nor below Bleesker; three of four furnished Rooms. Terms not to exceed \$6 per week Address B. C. A. L., station D. Aster place. TO LET-A SINGLE ROOM, OR SUITS OF ROOMS. I for single gentlemen, or gentlemen and their wives; par-tial Board i required. To those in want of a good home, is a outer, gentled neighborhood, this is a good chance. Inquire at 85 East Twenty-eighth street, N. Y.

TO LET-WELL FURNISHED ROOMS IN A BROWN stone house, 33 Bowery, single and in suits, to accommodate families; also similar rooms at 614 Broadway, second story. Inquire on the premises. Price in accordance with the times.

To LET-FURNISHED ROOMS, TO A GENTLEMAN and wife, or single gentlemen, with partial Board if re-

TIWO OR THREE PAMILIES CAN BE ACCOMMODAT-de, on very moderate terms, at the Ashland House, 300 Fourth arenne, above Twenty-third street. A few single Rooms for gentlemen at \$1 to \$4 per week. A good Room and a good Breakfast for \$2 50 per week. Full Board \$4 to \$3. TWO OR THREE GENTLEMEN CAN OBTAIN BOARD 1 and the comforts of a home in a strictly private family where no other boarders are taken, at 173 East Fifteening street, nearly spoosite Stuyvesant park. The house is first class, with bath, gas, &c. Reference exchanged.

TWO HANDSOMELY FURNISHED BEDROOMS, WITH Parior adjoining, to let, together or separate, in a private family, the house having all the modern improve-ments; breaktast if required, at 43 Twelfile street, between Fifth and Sixth avenues.

WANTED-A PLEASANT ROOM, WITH BOARD, IN A

WANTED—A PLEASANT, WELL FURNISHED ROOM, with fire and gas, for a single genderman, with full or partial Beatra: location must be between Eighth and Twenty-fourth streets, and Third and Sixth avenues. Unexceptionable references given and required. Address, stating price, H. J. R., Herald office.

WANTED-BY A SINGLE GENTLEMAN, A ROOM, with breakfast and tea, or brenkfast only, from Monday evening until Saturday evening of each week, Adurras, stating terms, &c., which must be molerate, E. X., Herald office.

WANTED-APARTMERTS ON THE SECOND FLOOR, Y consisting of Parlor, Bedroom and Dressing Room, with first class private Board for a gentleman and his wife location between Third and Styth avenues, above Eighth and below Twenty-third streets. Address box 62 Post office. YOUNG LADIES CAN BE ACCOMMODATED WITH Board, in a private family, at 112 Hudson street, be-

230 STREET, NEAR NINTH AVENUE DESIRABLE front Room, with bedroom; family private. Terms front Room, with bedreom; family private. Terms for two, \$9; a single front Room, \$3.50. Apply in the bake 7. Its Ninth avenue, between Nineteenth and Twentieth etc. 26 GREENE STREET-FURNISHED ROOMS TO LET to gentleman only: Rooms or 75c, to \$5 per week; also Single Rooms and Rooms for housekeeping, at No. 1 Monros, corner of Catharine street.

35 EAST TWELSTH STREET, LADIES AND GEN terms desiring Board for the winter, will find good Roomsan faccommodations at the above desirable house and location, being a few doors west of Broadway. References exchanged.

4] TENTH STREET, NEAR FIFTH AVENUE.—A pendemon and their wives or single gendemon. The house contains all the modern improvements; also a back Parlor and Extension. Dinner at 6 o'clock. 48 NINTH STREET.—BOARD AND ROOMS TO LET.

TO on second and third floors, furnished or unfurnished house modern; well located and terms reasonable. Beterences exchanged; dinner at six o'clock. Rooms in suits of single. Please call and see rooms.

A. B. PIKE. 93 GREENE STREET, ABOVE SPRING—ALSTON
Groton water and every convenience for housek-eping economically; particularly suited for small, respectable families.

Rentlew.

97 St. MARK'S PLACE,—BOARD AT \$3 A \$4 PPR week can be obtained by single gratiemen, or gentlemen and their wives. Pleasant Rooms and good Board. House contains modern improvements.

110 BLEECKER STREET, WEST OF AND NEAR or without Foard, single or in sales; needs served in rooms it desired. Transient boarders accommodated. Location pleasant and central.

110 MACDOUGAL STREET.—RICHMOND HOUSE 13 now opened as a private family Hotel, for the reception of single gentlemen, or small families tired of boarding. Parties dealtons of boasskeping can find every convenience at the above establishment.

124 NINTH STREET.—TO LET, A NUMBER OF Bedrooms attached, with very convenience and very reasonable. Those wishing good accommodations please call and

156 PRINCE STREET.-ST. CLAIR HOUSE.-BLE

210 ELM STREET-JACKSON HOUSE.-THE MOST